



9.0 FLAGGING

- 9.1 Where two or more flaggers are used and are unable to see each other, two-way radio communications shall be used.
- 9.2 If the entire work area is visible from one station, a single flagger may be used, subject to other safety considerations.
- 9.3 Guidance on flagging at signalized intersections:
1. Issues regarding flagging at signalized intersections should be discussed in the planning/design stages of the project and the recommended intersection control strategy should be specified in the contract documents.
 2. At the pre-construction conference, SHA staff and the contractor should discuss the need for flagging operations, MSP (or local police) presence, and the Standard Operating Procedures to request signal operating mode modifications (if needed).
 3. In general, all persons (contractors, maintenance, and utility) should contact the Assistant District Engineer – Traffic (ADE-T) to determine the best method for temporary traffic control at a signalized intersection from the following two (2) cases:

Case 1: The signal is turned to flashing mode during flagging operation.

Case 2: The signal is turned off (dark mode) during flagging operation.

Note: Except for police, flagging shall not occur at a signalized intersection operating in a full-color stop-and-go mode (Normal Operation).

SPECIFICATION		CATEGORY CODE ITEMS		Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES GENERAL NOTES STANDARD NO. MD 104.00-12	
APPROVED		 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY			
	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION			
	APPROVAL 8-20-03	APPROVAL 9-23-03			
	REVISED	REVISED			
		REVISED	REVISED		
		REVISED	REVISED		